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## CLAIMS:

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1. A top rail (1) for an insulated double-skinned freight container, the rail being for forming a junction between an outer skin (11) of a side wall and an outer skin (18) of a roof panel of the container, wherein the rail comprises a first portion (2) for attachment to the outer skin (11) of the side wall, an angled second portion (3) at a first obtuse angle ( $\alpha$ ) to the first portion and adapted to be angled inwardly of the container in use and a third portion (4) for attachment to the outer skin (18) of the roof panel angled at a second obtuse angle ( $\beta$ ) to the angled second portion (3) so that the third portion (4) is substantially perpendicular to the first portion, the rail being adapted to be welded to at least one of the outer skin of the side panel and the outer skin of the roof panel, characterised by a first return member (5) arranged to be substantially perpendicular to the third portion (4) at a location of the third portion remote from the angled second portion (3) and a second return member (6) arranged substantially perpendicular to the first portion (2) at a location remote from the angled second portion (3), said first and second return members (5,6) being disposed inwardly of the container in use to reduce flexing in a vertical direction and axial twisting of said rail and wherein the rail is formed of aluminium.

2. A top rail as claimed in any of the preceding claims, wherein the first obtuse angle ( $\lambda$ ) is between 140 degrees and 160 degrees.

3. An insulated freight container having a top rail (1), the top rail forming a junction between an outer skin (11) of a side wall and an outer skin (18) of a roof panel of the container, wherein the rail comprises a first portion (2) for attachment

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to the outer skin of the side wall, an angled second portion (3) which is angled at a first obtuse angle ( $\alpha$ ) to the first portion (2) and angled inwardly of the container and a third portion (4) attached to the outer skin of the roof and angled at a second obtuse angle ( $\beta$ ) to the angled second portion (3) so that the third portion (4) is substantially perpendicular to the first portion (2) and the rail (1) is welded to at least one of the outer skin (11) of the side wall and the outer skin (18) of the roof panel, characterised by a first return member (5) arranged to be substantially perpendicular to the third portion (4) at a location of the third portion remote from the angled second portion (3) and a second return member (6) arranged substantially perpendicular to the first portion (2) at a location remote from the angled second portion (3), said first and second return members (5,6) being disposed inwardly of the container in use to reduce flexing in a vertical direction and axial twisting of said rail and wherein the rail and the outer skin of the roof panel and/or the outer skin of the side panel are of aluminium.

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4. An insulated freight container as claimed in claim 3, wherein the first obtuse angle ( $\lambda$ ) is between 140 degrees and 160 degrees.

5. A method of manufacturing an insulated double-skinned freight container comprising the steps of:

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- a) providing an outer and inner skin of a floor panel,
- b) locating the inner skin of the floor panel parallel to and spaced from the outer skin by foam spacing stanchions,
- c) injecting foam between the inner and outer skins,

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- d) providing outer skins (11) and inner skins (16) of side panels, locating the inner skins parallel to the respective outer skins and spaced from them by foam spacing stanchions, inserting foam (15) between the inner and outer skins,
- 5 e) fixing an edge of the side panels to the floor panel by a known method to form side walls of the container and filling joints between the floor panel and side panels with foam,
- f) providing aluminium top rails (1) having a first portion (2) for attachment to each outer skin (11) of each side wall respectively, an angled second portion (3) at a first obtuse angle ( $\alpha$ ) to the first portion (2) and adapted to be angled inwardly of the container in use and a third portion (4) for attachment to an outer skin (18) of a roof panel, angled at a second obtuse angle ( $\beta$ ) to the angled portion (3) so that the third portion (4) is substantially perpendicular to the first portion (2), and having a first return member arranged substantially perpendicular to the third portion at a location of the third portion remote from the angled second portion (3) and a second return member (6) arranged substantially perpendicular to the first portion (2) at a location remote from the angled second portion, said first and second return members (5,6) being disposed inwardly of the container in use to reduce flexing in a vertical direction and axial twisting of said rail.
- 20 g) riveting said top rails (1) to the outer skins (11) of the side walls respectively, fixing with a known method an inner skin (17) of the roof panel to the inner skins (16) of the side walls respectively,
- h) welding an outer skin (18) of the roof panel to the third portion (4) of the top

rail (1) and filling the space between the inner and outer skins (17,18) of the roof panel with foam (15), wherein said return members (5,6) are located in said foam (15) and substantially prevent flexing of the rail (1) in a vertical direction and axial twisting of said rail.

*(The following are the names of the persons who have been elected to the various offices of the Association, as reported by the Secretary.)*

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